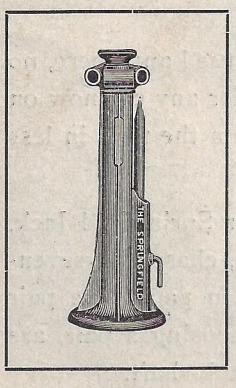
The "Springfield" Jacks

A COMBINATION OF

Strength, Safety and Simplicity

THE SPRINGFIELD No. 1—Plain Screw



Capacity, 1,500 Pounds.

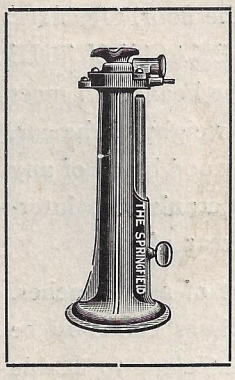
Height, 11 inches. Rise of Screw, 7 inches.

Weight, 4½ Pounds.

This Jack is made for the users of light cars. It is made of malleable iron and steel, and is in such a compact form that it takes up very little tool-box space.

PRICE, $1.50 NET

THE SPRINGFIELD No. 2—Ratchet Screw



Capacity, 2,000 Pounds.

Height, 12 inches. Rise of Screw, 7 inches.

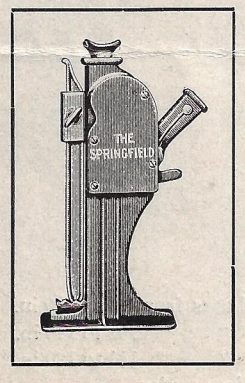
Weight, 5 Pounds.

The base is made of malleable iron, heavily ribbed and dust-proof.

The ratchet works in grease-tight casing, from which both ratchet and screw are lubricated; one filling of grease being sufficient for a season. The ratchet pawl is made of steel and hardened. When this jack is not in use, it is in a most compact form, all parts being locked together, and is absolutely rattle-proof.

PRICE, $2.00 NET

THE SPRINGFIELD No. 3—Rack and Lever



Operated by Hand or Foot.

Capacity, 2,000 Pounds.

Height, 12 inches. Rise of Rack, 7 inches.

Weight, 7 Pounds.

This jack is built especially for large touring cars. Lifts and lowers on down stroke only.

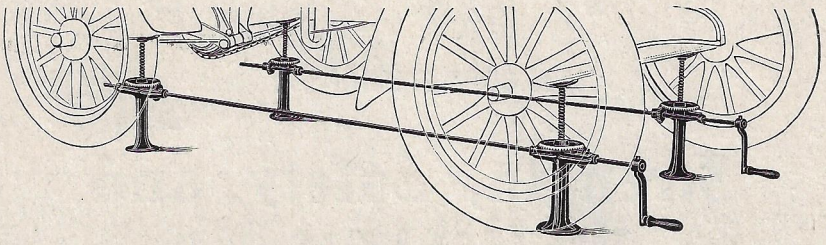
The lever rises automatically to its up position, thus making it practical to operate with foot as well as by hand. The reversing trip can also be operated by the foot, so there is never any occasion for the operator to get under the car.

When the jack is not in use the lever is fastened to the stand, locking all parts together, making it **absolutely rattle-proof** and self-contained.

The lever also makes an excellent tire pry.

PRICE, $4.00 NET

The "Springfield" Automobile Lift



Showing the Lift in use, raising a 2,000 pound car to extreme height, 7 inches.
Actual Lifting Capacity, 3,500 pounds.

This lift was designed for use in private Automobile Barns and Garrages.

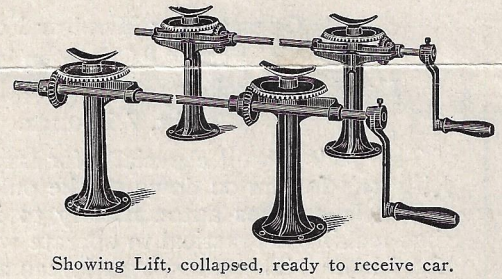
It is claimed by all manufacturers of Automobile Tires that to get the best results and prolong the life of tires, they should be rested when not in use, the weight of the car removed, and the tires kept off oily floors.

The Springfield Lift is so arranged that it can be used anywhere, no matter how cramped for space, and it can be used under any car now on the market, and the weight of the car can be taken from the tires in less than one-half minute.

The lifting mechanism is the same as used in our Springfield Jack, that is, by a powerful four-pitch, square-thread screw, chased on seven-eighths-inch cold drawn steel. These screws stand in pairs, one pair under each side of the car, and the two screws, composing a pair, are geared together by malleable iron skew-gears and crank-shaft.

While the two screws are joined together, yet they are independent of each other, and one pair independent of the other pair. One wheel of the car can be raised while the other three remain on the floor, OR THE FOUR WHEELS CAN BE MADE TO RISE AT EXACTLY THE SAME TIME, and the screws can be so placed that the heads will meet the axles at the most convenient place for carrying the weight of the car, and the heads are supplied with means for fastening a wood block of any desired shape to take trussed or drop axles, and the cranks are interchangeable, and can be used in front of car, or in the rear of car.

When the screws are run to their extreme height of seven inches, it gives plenty of room for making repairs that ofttimes can only be made from under the car, the working space being sufficient to enable the mechanic to make the repairs in a sitting position, thus eliminating the dangerous pit.



Showing Lift, collapsed, ready to receive car.

No. 1—For wheel bases from 50 to 60 in.
" 2 " " " " " 61 to 70 in.
" 3 " " " " " 71 to 80 in.
" 4 " " " " " 81 to 90 in.

No. 5—For wheel bases from 91 to 100 in.
" 6 " " " " " 101 to 110 in.
" 7 " " " " " 111 to 120 in.

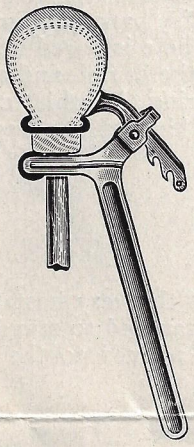
Order by number.

SHIPPING WEIGHT, 60 POUNDS.

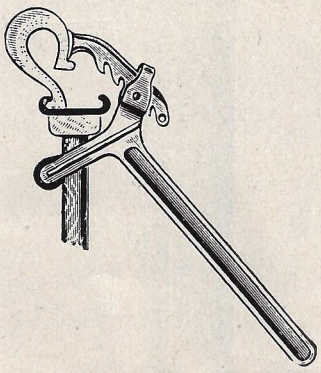
PRICE, of Complete Lift with Two Cranks, $10.00 NET

The "SPRINGFIELD" Detachable Tire Tool

FOR REMOVING AND REPLACING AUTO TIRE WITH THE UTMOST EASE



Showing Tool in Position to Lift the Tire.



Showing Tire Pushed Inward, thus Giving Access to Stay Bolts and Valve Stem.

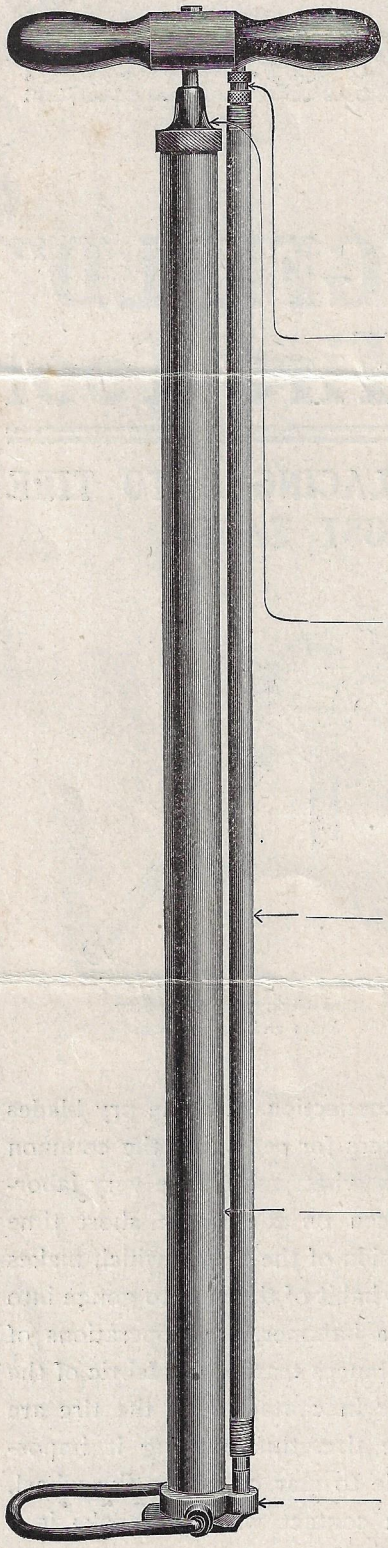
This tool is designed to be used in connection with the pry blades or tools furnished by the tire manufacturers for removing the common clincher tires, and reducing to a minimum what was once a very laborious task. All tires after they have been on the rim a short time adhere to it either through paint or corrosion of the metal, which makes it very difficult to loosen. It has been the habit of the user to gouge into the tire with a sharp-edge tool, or use a hammer, both operations of which are very injurious, and in many instances tearing the fabric of the tire. The parts of this tool which come in contact with the tire are broad and conform to the shape of the tire, thus making it impossible to injure tires. It is also impossible to mar or deface the wheel, as the part of the tool which comes in contact with the spoke is a WOOD ROLL and immediately adjusts itself to the correct position for easily lifting the tire.

Made in one size only, for tires from 3 to 5 inches.

Weight, 1¼ pounds.

PRICE, $1.25 NET

THE SPRINGFIELD TIRE PUMP



Machine made, made by machinists, and made for the automobile owner who does his own tire pumping.

A heavy brass valve connection that screws in the outside of the valve-stem instead of on the inside, thus making it impossible to unseat the tire-valve. This connection has **heavy leather** washer that will hold air; a long corrugated stem enters the hose, which stem is cemented, then securely wrapped with copper wire. When the Pump is not in use, this connection is screwed to the handle, keeping all dirt and dust out of the hose and connections; keeps the hose straight and also prevents the plunger from working out of the barrel.

The cap is made of brass and securely screwed to the barrel, after which the plunger-rod hole is bored in **perfect alignment** with the barrel, and as there is a long bearing in this cap the plunger cannot bind at the beginning of the stroke.

The hose is of the very best five-ply rubber, and guaranteed to stand an air pressure of 200 pounds to the square inch.

The barrel is of the best mandrel-drawn brass tubing, 27″ long, $1\frac{3}{16}$ diameter, 20 gauge, reamed and polished on the inside and highly polished on the outside.

This barrel base is securely screwed to the barrel, **then brazed.** The base contains a bronze ball check-valve on an accurately ground seat. Should the valve in the tire leak, this check-valve will prevent any air from leaking back into the pump on the up stroke.

Pumping tires with the ordinary foot-pump is not such a laborious task if all the air that is taken into the barrel on the up stroke would go into the tire on the down stroke. It is quite common to find pumps delivering only a small per cent of the air to the tire, most of it escaping through the **flimsy bicycle connection** or **faulty assembling.** The Springfield Pump delivers all the air to the tire, and every pump is tested to 200 pounds pressure, and every pump must show perfection in all its parts before leaving the factory. This pump is not made with a pressure-gauge, for the reason that some tires require a higher air pressure than others, and some tire-valves require a higher air pressure to open than others—**to get the best results from a tire, it should be pumped until it shows very little load depression,** therefore a pressure-gauge is entirely unnecessary.

PRICE, $3.00 NET

THE SHAWVER CO., Springfield, Ohio